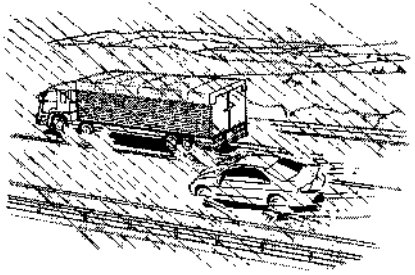
Visibility — Being able to see clearly in all directions and being visible to other drivers are important in all weather conditions. This is more difficult in bad weather. To be seen more clearly during daylight hours, turn on your headlights.

Inspect your windshield wipers and washers frequently. Keep the windshield washer reservoir full of the proper fluid. Have the windshield wiper blades replaced if they start to streak the windshield or leave parts unwiped. Use the defrosters and air conditioning to keep the windows from fogging up on the inside (see page 111).

Traction — Check your tires frequently for wear and proper pressure. Both are important in preventing "hydroplaning" (loss of traction on a wet surface). In the winter, mount snow tires on all four wheels for the best handling.

Watch road conditions carefully, they can change from moment to moment. Wet leaves can be as slippery as ice. "Clear" roads can have patches of ice. Driving conditions can be very hazardous when the outside temperature is near freezing. The road surface can become covered with areas of water puddles mixed with areas of ice, so your traction can change without warning.

Be careful when downshifting. If traction is low, you can lock up the drive wheels for a moment and cause a skid.



Be very cautious when passing, or being passed by other vehicles. The spray from large vehicles reduces your visibility, and the wind buffeting can cause you to lose control.

Towing a Trailer

Your Honda is designed primarily to carry passengers and their cargo. You can use it to tow a trailer if you carefully observe some general rules.

- The total weight of the trailer and everything loaded in it must not exceed 1,000 lbs (450 kg).
- The "tongue load" should never exceed 100 lbs (45 kg). This is the amount of weight the trailer puts on the hitch when it is fully-loaded. As a rule of thumb, the tongue load should be 10 percent of the total trailer package.

  For example, if the trailer and its load weigh 500 lbs (225 kg), the tongue load should be 50 lbs (22.5 kg). Adjust the the trailer's cargo to change the tongue load. Start by putting approximately 60 percent of the cargo toward the front and 40 percent toward the rear. Never load the trailer so the back is heavier than the front. This takes weight off your car's rear axle and reduces traction.
- The combined weight of the car, all passengers and their luggage, and tongue load must not exceed the Gross Vehicle Weight Rating. The GVWR is printed on the Certification label attached to the driver's doorjamb (see page 296).
- The combined weight of the car, all passengers and their luggage, and tongue load also must not exceed the Gross Axle Weight Rating. The GAWR is also shown on the Certification label. It tells you the maximum load for the front and rear axles. It is possible that your towing package does not exceed the GVWR but does exceed the GAWR. Improper trailer loading, and/or too much luggage in the trunk can overload the rear axle. Redistribute the load and check the axle weights again.

⚠ WARNING

Improperly loading your car and trailer can seriously affect its steering and braking performance, causing a crash in which you can be seriously injured.

Check the loading of your car and trailer carefully before starting to drive.

The best way to confirm that your total towing package is within these specifications is to get it weighed. Load the car and trailer as you normally would while towing, and take them to a public scale. Have them check the total weight and the weight at each axle, then compare the weights to the specifications.

Trailer Hitches

The trailer hitch must be the proper size and construction for your car and the trailer you intend to tow. Consult with an expert before you purchase a trailer hitch, and have it installed by a qualified mechanic.

The hitch should bolt to the underbody of the car, and distribute the load over a wide area. Never use a hitch that mounts only to the rear bumper. The bumper is not designed to handle that type of load.

NOTICE

A trailer hitch that is not adequate for the size of the trailer, or a hitch that is improperly installed, can cause damage to the underside of your car.

Towing a Trailer

Mirrors
Many states and provinces have laws requiring special outside mirrors when you are towing a trailer. Check the laws in your area. You may want to install mirrors, even if they are not required. Hook up the trailer and see how much it obscures your ability to see behind you with the standard mirrors. If you cannot see directly behind you, or have a large blind spot next to the trailer or the car, you should install mirrors intended for towing.

Connecting the Trailer
Most trailers that have a gross weight of 1,000 lbs (450 kg) do not have their own braking system. If you are thinking of getting a trailer that does have brakes, make sure they are electrically-operated. There are no provisions in your car to tap into its hydraulic braking system. Any attempt to attach the trailer's brakes to your car's hydraulic system, no matter how successful it may seem, will lower braking effectiveness and create a potential hazard.

Always use a safety chain when towing a trailer. Connect the safety chain securely at both ends. Make sure the chain crosses under the tongue so it will catch the trailer if it becomes unhitched. Leave enough slack in the chain so it can't bind in a sharp turn. Do not let it drag on the ground.